

***Delegated Decisions by Deputy Leader of the Council  
(including Transport)***

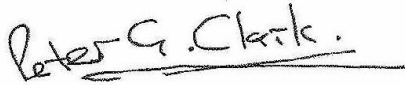
***Thursday, 3 January 2013 at 10.00 am  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 11 January 2013 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**



Peter G. Clark  
County Solicitor

December 2012

**Contact Officer:** **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
graham.warrington@oxfordshire.gov.uk

**Note:** Date of next meeting: 14 February 2013

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. **Declarations of Interest**

### 2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. **Petitions and Public Address**

### 4. **Proposed Zebra Crossing B4495 Weirs Lane, Oxford** (Pages 1 - 4)

*Forward Plan Ref:* 2012/164

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL4**).

### 5. **Proposed Parking Restrictions - St Lukes Road, Cowley and Elm Tree Close, Littlemore** (Pages 5 - 16)

*Forward Plan Ref:* 2012/160

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL5**).

### 6. **Proposed Parking Restrictions Around Bicester North Station** (Pages 17 - 30)

*Forward Plan Ref:* 2012/163

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL6**).

**7. Proposed 40 Speed Limit Howe Hill Watlington** (Pages 31 - 34)

*Forward Plan Ref:* 2012/159

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL7**).

**8. Proposed Parking Restrictions - Station Road, Haydon Road and Edmunds Court, Didcot** (Pages 35 - 40)

*Forward Plan Ref:* 2012/161

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL8**).

**9. Traffic Calming Measures in Crawley** (Pages 41 - 50)

*Forward Plan Ref:* 2012/143

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial) (**CMDDL9**).

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Division(s): Oxford (Isis)
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## **DEPUTY LEADER OF THE COUNCIL– 3 JANUARY 2013**

### **PROPOSED ZEBRA CROSSING B4495 WEIRS LANE OXFORD**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report presents objections and other comments received to a formal consultation on a proposed zebra crossing on the B4495 Weirs Lane Oxford. The location of the proposed crossing is shown on the plan at Annex 1.

#### **Background**

2. There have been long standing requests for the provision of a pedestrian crossing on the B4495 Weirs Lane, but until now no funding had been identified.
3. However, funding for a zebra crossing has now been secured from the Area Stewardship Fund allocated to Councillor John Tanner.

#### **Consultation**

4. A formal consultation on the proposed crossing was carried out between 25 October and 23 November 2012. A summary of the responses received is set out at Annex 2. This shows widespread local support for the scheme, although one objection has been received. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

#### **Objection**

5. One objection was received from the occupiers of a property close to the proposed crossing on the grounds that it would aggravate traffic congestion and noise, and adversely affect the value of properties. The letter of objection included the suggestion that the crossing should be provided further east on the part of the road where there were no frontage properties.
6. As zebra and pelican crossings are routinely provided on residential roads with similar levels of traffic with no obvious adverse effects, it is not anticipated that the proposed crossing would result in the problems stated in the objection. A crossing further east would be much less convenient for the majority of the pedestrians for whom the crossing is intended to serve.

#### **How the Project supports LTP3 Objectives**

7. The provision of the zebra crossing will improve the perception of a safer road at this location and facilitate walking.

## **Financial Implications**

8. The cost of implementing the zebra crossing will be met from County Councillor Tanner's Area Stewardship Fund allocation

## **RECOMMENDATION**

10. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of the zebra crossing on Weirs Lane, Oxford as advertised.**

MARK KEMP

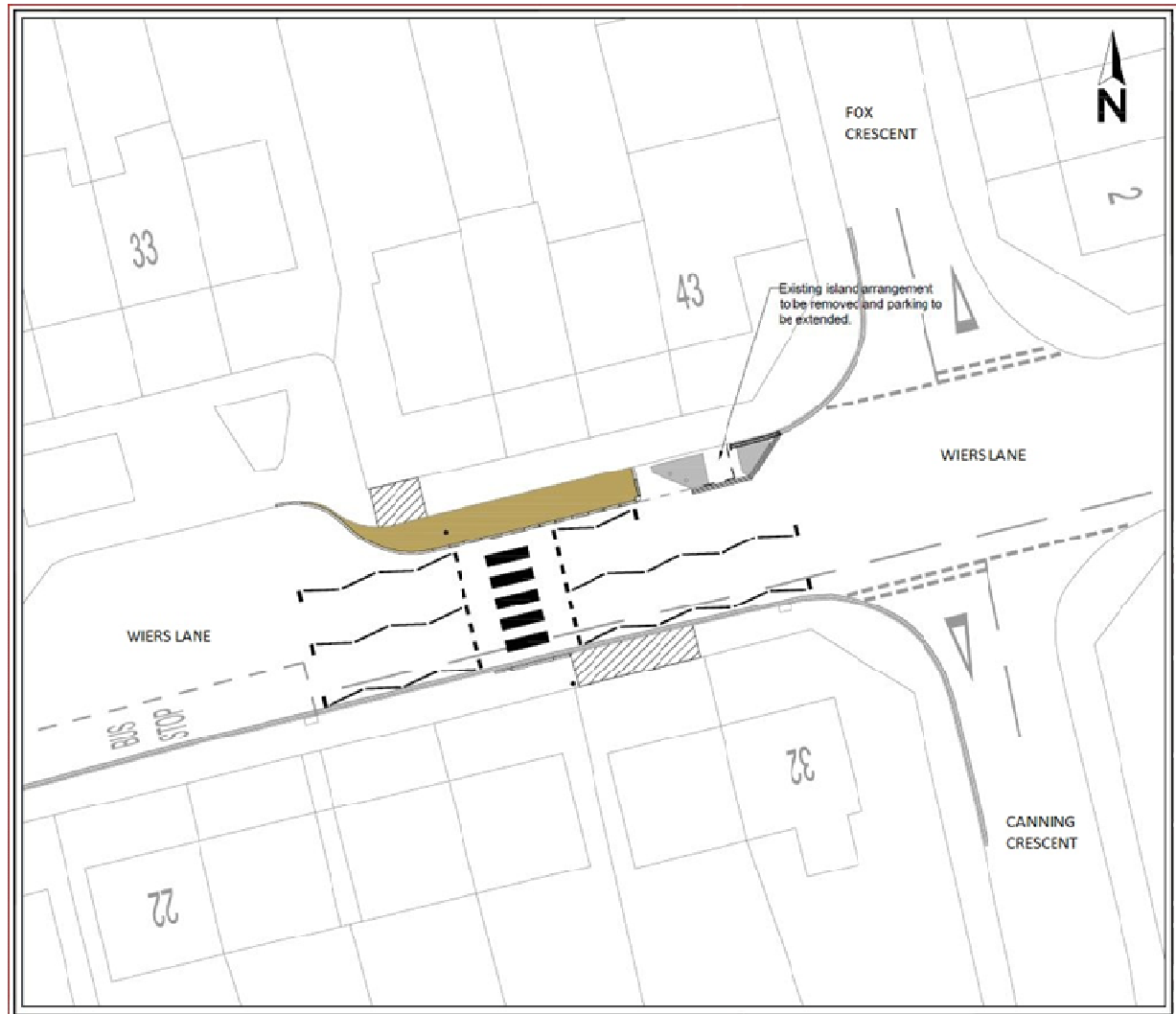
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officer: David Tole Tel 01865 8155942

November 2012

Plan showing location of proposed zebra crossing on B4495 Weirs Lane Oxford



**Annex 2**

## Summary of consultation responses

Respondent	Response	Officer comments
Occupiers of property close to proposed crossing	Strongly object on grounds of increased congestion and noise, and adverse effect on property value. Suggests crossing is provided further east where there is no residential frontage	Zebra and pelican crossings are routinely provided in very comparable settings. A crossing further east would not cater for the majority of pedestrian crossing movements
Cllr John Tanner + petition with 220 signatories	Strongly support provision of crossing	-
City Councillor Bob Price	Strongly supports provision of crossing	-
City Councillor Oscar Van Nooijen	Strongly supports provision of crossing	-
Jane Sherwood, vicar of St Lukes Church	Strongly supports provision of crossing	-
Thames Valley Police	No objection – raised query as to possible obstruction of visibility of pedestrians crossing from south to north at times when a bus is waiting at the bus stop on the south side of the road	The layout of the crossing with a bus stop quite close to the exit side to the crossing is not unusual and is in accordance with accepted design practice.



## **DEPUTY LEADER OF THE COUNCIL– 3 JANUARY 2013**

### **PROPOSED PARKING RESTRICTIONS – ST LUKE’S ROAD, COWLEY AND ELM TREE CLOSE, LITTLEMORE**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to a formal consultation on proposals to introduce new or amended parking restrictions in St Luke’s Road, Cowley, and also Elm Tree Close in Littlemore.

#### **Background**

2. The proposals in this report were part of a package of measures developed with County Councillor John Sanders to address local parking issues across his Division and funded through the Area Stewardship Fund. Other proposals advertised at the same time received no objections and can therefore be implemented through delegated authority.
3. The current restrictions in St Luke’s Road (and the adjacent Coleridge Close), like those on many residential streets in this part of Cowley, were installed when the area experienced intrusive parking by commuters. They consist principally of a one-hour parking prohibition applying for different periods on alternative sides of the street. As well as dealing with commuters, this type of restriction also prevents residents from parking on-street. Annex 1 sets out the proposed restrictions.
4. Some years ago (following discussions with residents and local Members), it was agreed that because of the reduced need for the restrictions and the dis-benefit they caused to residents, there would be no routine enforcement of these restrictions in this area, other than enforcement of the double yellow lines. More recently with a change in local employment patterns, there have been problems with non-resident cars blocking driveways and also restricting access into Coleridge Close. In response, Councillor Sanders has worked with residents to develop new restrictions and these were the subject of consultation.
5. Elm Tree Close is a short residential street off Cowley Road (Littlemore) with no parking restrictions. The proposal is intended to assist drivers entering or egressing the Close by preventing parking near the junction with Cowley Road. Annex 2 sets out the proposed restrictions.

## **Formal Consultation**

6. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees on 24 September 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Cowley library. They are also available for inspection in the Members' Resource Centre.
7. At the same time, the Council wrote to local residents affected by the proposed restrictions, asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
8. A total of 12 responses were received: 5 regarding the St Luke's Road proposals and 7 regarding the Elm Tree Close proposals. These are summarised at Annex 3.
9. The main comment on the St Luke's Road proposals came from 3 respondents who objected to the absence of double yellow lines on the outside of the bend in the road. The proposal has double yellow lines on the inside of the bend to assist visibility but none on the opposite side; this is considered to be an appropriate compromise to maximise parking opportunities. Other comments related to the state of the road surface. This has been acknowledged and is programmed to be resurfaced later this financial year.
10. The responses to the Elm Tree Close proposal highlighted the parking pressures in this location and the potential problems that would arise with residents being displaced further along the road. However, the desire to improve visibility and safety at the Elm Tree Close/Cowley Road junction means that at least some restrictions are necessary but as a compromise the length of those restrictions could be reduced from the proposed 20 metres to just 10 metres.

## **Financial and Staff Implications (including Revenue)**

11. The cost of the works described in this report will be met from County Councillor Sanders' Area Stewardship Fund allocation

## **RECOMMENDATION**

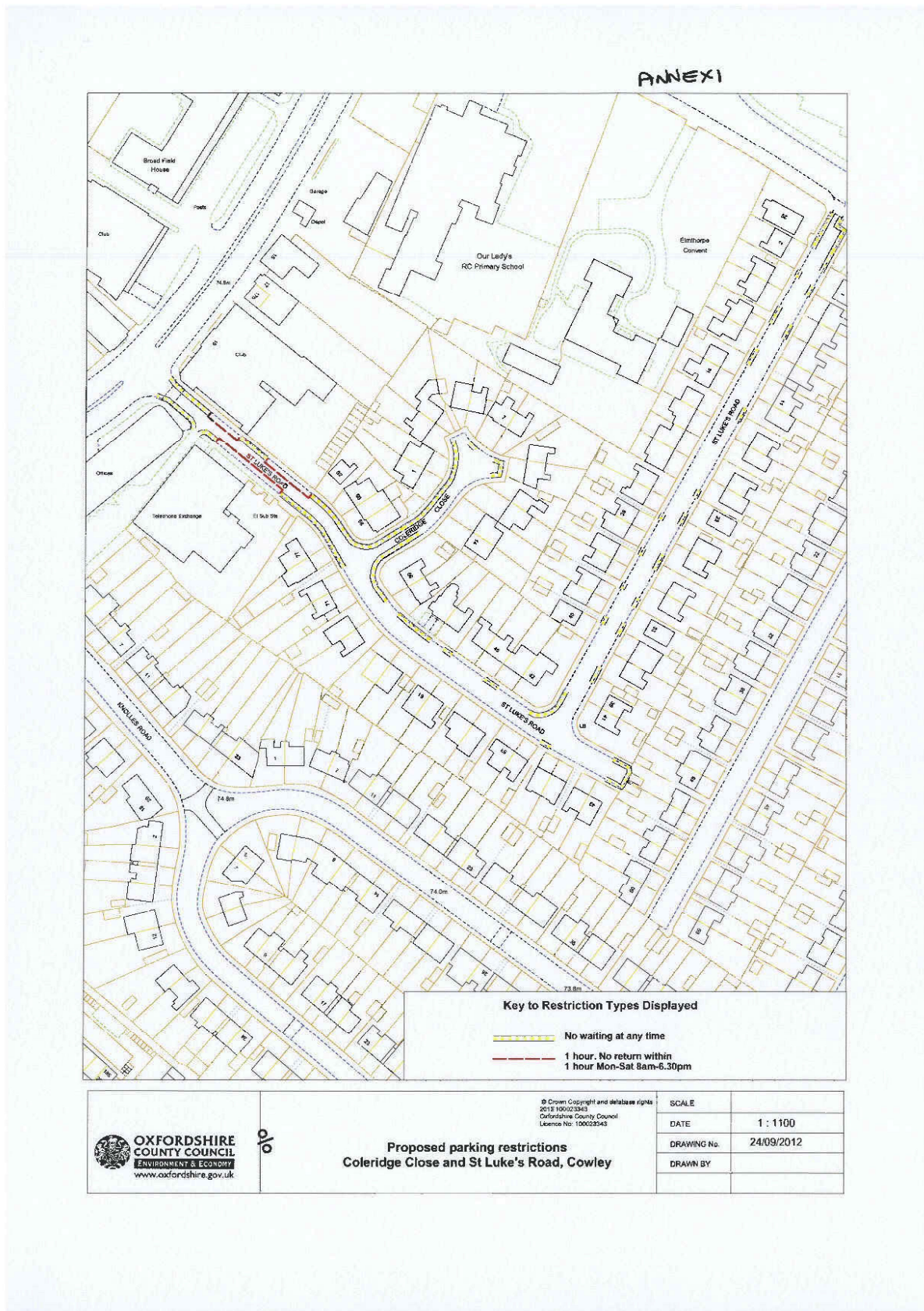
18. **The Deputy Leader of the Council is RECOMMENDED to approve the Oxfordshire County Council (Various Streets Cowley Area) (Traffic Regulation) Consolidation (Variation No.11) Order 20\*\* as advertised and as amended in paragraph 10 of this report.**

Mark Kemp  
Deputy Director for Environment & Economy (Commercial)

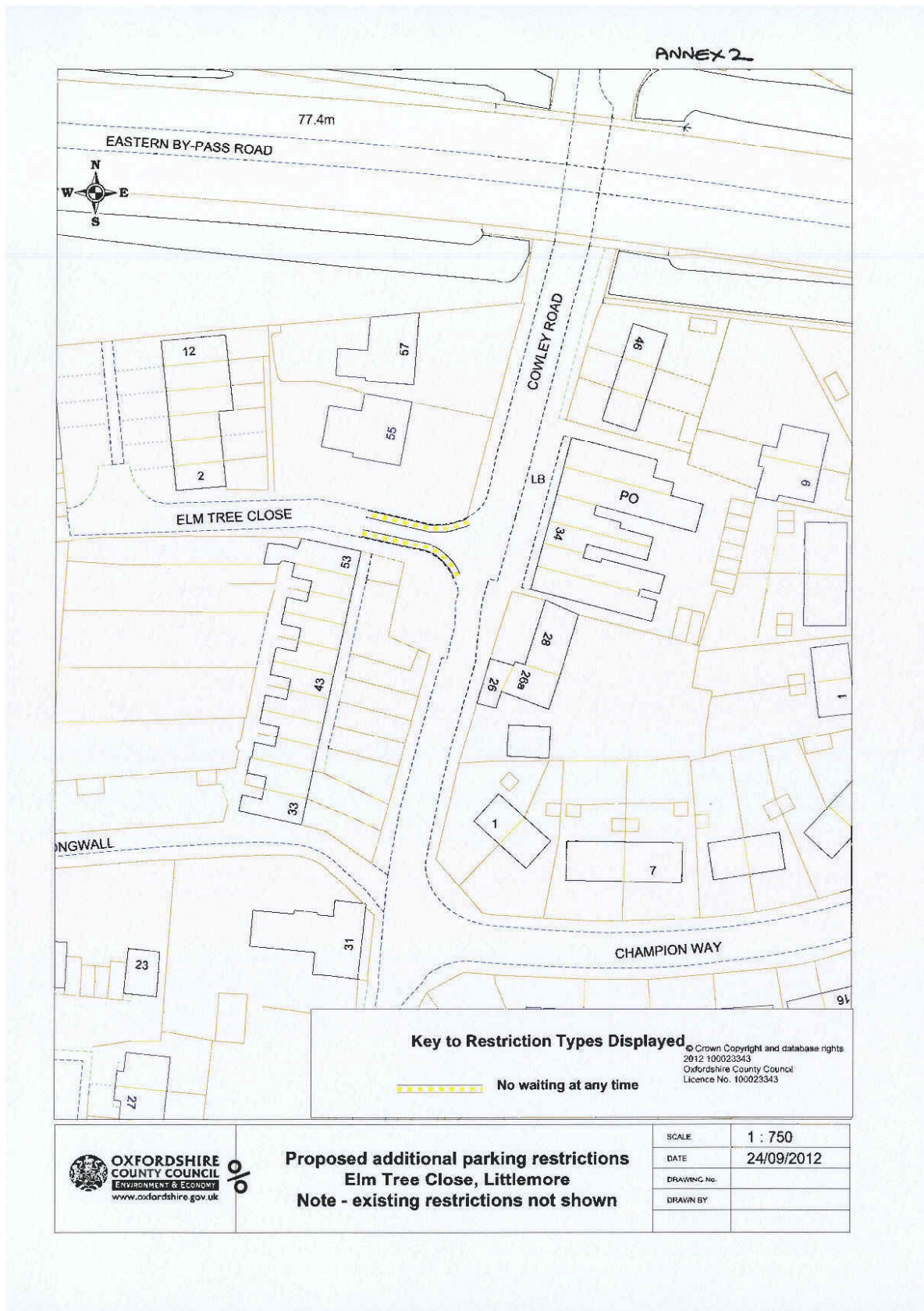
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

December 2012







## RESPONSES TO CONSULTATION

## A – St Luke's Road

RESPONDENT	COMMENT	RESPONSE
Resident of St Luke's Road	<p>I would like to say that I am in favour of Parking Restrictions being introduced in Coleridge Close and St Luke's Road. I am aware of the work John Sanders has put in on this and appreciate the time he has taken to speak to local residents. However, the proposed markings you put forward are considerably different from those discussed with local residents in the meeting back in May. Please note the following points</p> <ol style="list-style-type: none"> <li>1. I believe the amount of yellow lines in Coleridge Close was raised but the local residents found them to be too restrictive. I believe it was agreed that each residence would choose if they wanted double yellow lines outside their drive.</li> <li>2. I am totally in favour of the 1 hour restrictions at the junction of St Luke's and Between Towns Road.</li> <li>3. I know the corner where St Luke's Road bends around has caused considerable disruption since the Council moved in to the offices in Between Towns Road. We discussed this at length at the meeting and the proposal was that we would have double yellow lines on both corners so that we could have clear sight on both sides when turning this corner.</li> <li>4. I now come on to the main point I want to make. I have had correspondence with Councillor Sanders for several years about the condition of the top half of St Luke's. In my opinion this road is now in such a poor state of repair that it is actually dangerous in parts. I have been told on various occasions that it is proposed that the top half of St Luke's will finally be resurfaced this year (it was supposed to have been done by the end of the summer, yet to materialise).</li> </ol>	<p>This has been done – each resident has chosen whether to have double yellow lines or a white access protection marking across their driveway.</p> <p>The proposal has double yellow lines on the inside of the bend to assist visibility but none on the opposite side in order to maximise parking opportunities.</p> <p>The remaining section of St Luke's Road will be resurfaced in March 2013 and any new markings will not be laid until that work has been completed.</p>
Resident of St Luke's Road	<p>I have read through the five actions proposed to ease congestion and reduce risk but fail to see how the proposals provide any benefit.</p> <p>With regard to the proposal to introduce 1 hour parking spaces for visitors to local offices and businesses I feel that this shows lack of research by the Council. It is fact that by 8.30 each morning St Luke's Road and Coleridge Close are</p>	<p>The current position is that parking restrictions are not generally enforced as to do so would inconvenience residents. Once new restrictions are in place they will be enforced which</p>

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	congested. This is due to all day parking by employees of local offices and businesses. This means that residents families, carers, district nurses supporting elderly residents in St Luke's Road cannot park.	should benefit residents, particularly accessing driveways.
Residents of St Luke's Road	Regarding the double yellow lining around the corners of St Luke's Road, I am astonished that the wishes of the residents, who have attended numerous meetings with Councillor Sanders, and others, have been completely ignored. After many meetings, the last one called at very short notice and well attended, it would seem that the wishes of people who actually live in this road are irrelevant.  Could you let me know when the planned resurfacing of St Luke's Road is to take place please?	The proposal has double yellow lines on the inside of the bend to assist visibility but none on the opposite side to maximise parking opportunities.  The remaining section of St Luke's Road will be resurfaced in March.
Resident of St Luke's Road	I have no objections to the proposed scheme other than I believe it was agreed with Councillor John Sanders at our MCRAAG meeting that both corners of the section of St Luke's road that runs East -West would have double yellow lines around the corner instead of only one as on your plan.  I also believe it was agreed that this section of road would be resurfaced before new lines are installed. Is this still on the cards.	The proposal has double yellow lines on the inside of the bend to assist visibility but none on the opposite side in order to maximise parking opportunities.  The remaining section of St Luke's Road will be resurfaced in March 2013.
Employee at Social Services offices	I park in St Luke's Road and submitted my thoughts in the consultation. However, I do feel that as the parking charges in the Barnes Road multi story car park were increased by 150%, this has added to more people parking in St Luke's Road. I previously used to park in Barnes Road Car Park at a cost of £1 per day, which I was happy to pay, but due to the increases to £2.50 per day is above my budget so am forced to look for alternative parking. Sadly with the proposed changes in St Luke's Road, the same will happen with people finding alternative parking in other streets nearby. If parking charges in Barnes Road Car Park were reduced then I would consider parking there once more.	Noted. Once new restrictions are in place they will be enforced which should benefit residents, particularly accessing driveways.

## B – Elm Tree Close

RESPONDENT	COMMENT	RESPONSE
Resident of Elm Tree Close	<p>Any option that helps with driving into or out of this Close will be greatly appreciated and gets my full support.</p> <p>I would though, like to raise a few issues with regards to any work on this junction.</p> <ol style="list-style-type: none"> <li>1. With parking spaces being reduced at the bottom of the close, my fear would be that the residents who live in Cowley Road and park in these spaces will be forced to park even further up the Close, creating more of an issue for us Close residents who already struggle with overcrowding.</li> <li>2. Is there a case where the Close can be made only <i>resident with permits</i> parking?</li> <li>3. Will the parking restriction changes be enforced? There are already parking restrictions along the Cowley Road (double yellow lines, single white lines across driveways &amp; disabled parking) It does seem that anything goes along this stretch of Road most of the time.</li> <li>4. Pulling out of this junction is made more difficult by the overgrown plants obstructing your vision whilst looking to the left. I have reported them to the authorities before but the problem still exists.</li> </ol>	<p>Noted</p> <p>It is considered that having at least some restrictions at the junction is necessary to improve safety.</p> <p>A very small street such as Elm Tree Close is not suitable for its own residents parking scheme.</p> <p>The need for additional enforcement is being discussed with the contractor.</p> <p>This matter will be addressed by the Area Stewardship team.</p>
Resident of Elm Tree Close	<p>The proposals will mean that those from Cowley Road will be coming further up the hill to park which would make parking more difficult for the residents of Elm Tree Close.</p> <p>I propose that we have a resident only parking scheme but even then we would get non-residents come up to park in Elm Tree Close.</p> <p>We even have people parking in the bays and just leaving their cars for days on end who are not residents or visitors of Elm Tree Close</p>	<p>It is considered that having at least some restrictions at the junction is necessary to improve safety.</p> <p>A very small street such as Elm Tree Close is not suitable for its own residents parking scheme.</p>
Residents of Elm Tree Close	<p>Whilst we appreciate the problem caused by careless parking at the junction between Elm Tree Close and Cowley Road Littlemore, indeed there are many occasions where it is impossible to exit or enter the Close, this proposal has massive implications on the difficulties already experienced by residents (and any visiting friends/relatives) of Elm Tree Close with regard to parking our own vehicles.</p> <p>Cars belonging to residents of Cowley Road already take up the majority of the</p>	<p>At the moment inconsiderate parking results in a number of near misses hence it is considered that having at least some restrictions at the junction is necessary to improve safety.</p>



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	<p>parking spaces in the Close. Most have more than one car parked in the Close on a daily basis, one household has up to four cars parked. The vehicles do not move during the day as the owners do not work or do not use their cars. This leaves very little room for any residents of Elm Tree Close to park when they return from work.</p> <p>If yellow lines are painted in The Close it will not deter visitors to the shops as they already take no notice of the yellow lines on Cowley Road and there is no one to enforce them.</p> <p>All it will do is push the non- resident's vehicles further up Elm Tree Close where they will be left. There will be absolutely no space for residents of Elm Tree Close to park when returning from work. The only way it will be possible to park is if there is either a waiting limit imposed that applies to non-residents vehicles or an enforceable resident's only parking scheme.</p>	<p>A very small street such as Elm Tree Close is not suitable for its own residents parking scheme.</p>
Resident of Cowley Road	<p>I think this proposal needs to be modified.</p> <p>I have been a resident of Cowley Road, adjacent to Elm Tree Close, for the last 16 years. My partner and I have been parking our car at the lower end of Elm Tree Close throughout these 16 years and are aware of the parking issues in the area.</p> <p>There is already insufficient parking for residents in the area as car ownership has increased over the years. The proposal would remove approximately 4 parking spaces for residents that are definitely needed.</p> <p>Bringing new parking restrictions in won't solve the problems as problems mainly exist due to drivers ignoring current restrictions. Why would they observe new ones?</p> <p>The danger and congestion is not, in my experience, caused by resident parking, but results from traffic visiting the retail premises on Cowley Road, opposite the entrance to Elm Tree Close. There is little problem when the shops are closed. However, during the shops' opening hours, there is frequent parking on the pavement and on the existing double-yellow lines along Cowley Road and up into Elm Tree Close. This is the cause of the problem in this area. There is little or no enforcement of the current parking restrictions and additional double-yellow lines will not deter those visiting the shops for a short time, as they are unlikely to get caught. The proposal will not affect those that cause the problems, only adversely</p>	<p>At the moment, inconsiderate parking results in a number of near misses hence it is considered that having at least some restrictions at the junction is necessary to improve safety.</p> <p>The need for additional enforcement is being discussed with the contractor.</p>

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	<p>affect local residents.</p> <p>There is another issue which impacts on the safety at the junction of Elm Tree Close and Cowley Road. This is the traffic-calming measure in place along Cowley Road (approximately adjacent to nos. 47-53). Cars travelling north along this stretch of Cowley Road should stop roughly adjacent to no. 47 in order to give way to traffic coming in the opposite direction (there is a stop line here). It is common to see traffic ignore the stop line and carry on beyond, pulling in to the opening of Elm Tree Close to let cars coming in the other direction through. This often involves driving on the pavement as well. As these cars are travelling at speed they constitute by far the greatest danger at this junction. Some bollards on the pavement in this area might be useful to deter this behaviour.</p> <p>In conclusion, I don't believe that the current proposal will solve the problem of danger and congestion at the junction of Elm Tree Close and Cowley Road, but will adversely impact on the local residents, who are not the cause of the problem.</p>	<p>This issue is outside the scope of this consultation, but officers will investigate the problems reported and seek ways to improve the effectiveness of the traffic-calming feature.</p>
<p>Page 14</p> <p>Resident of Cowley Road</p>	<p>I am all in favour of making chaotic, haphazard parking more difficult.</p> <p>There are already a number of yellow lines around the area that do not inhibit problem parking, which brings me to my point, that it is not enough to just paint lines but there must be adequate enforcement of the restrictions or parking will just continue as before.</p>	<p>The need for additional enforcement is being discussed with the contractor.</p>
<p>Resident of Cowley Road</p>	<p>My only reaction to this is that it is another hare-brained scheme proposed by someone who knows nothing about the parking problems in this area. It is my opinion that this alteration to the parking in Elm Tree Close and the surrounding area is a complete waste of time and money. What this area needs more than anything with regard to the parking is enforcement of the existing regulations. There are already double yellow lines painted on this corner and the south-bound side of the road which are ignored for most of the time that the Post Office and other shops are open. People park on these yellow lines with impunity safe in the knowledge that to collect a penalty for doing so is so unlikely that the lines may as well not exist.</p>	<p>The need for additional enforcement is being discussed with the contractor.</p>
<p>Resident of Cowley Road</p>	<p>Re the proposed DYs for the junction of Elm Tree Close and Cowley Road</p> <p>I agree that parked cars should be kept off the junction between these roads. I would like to propose however that this could be done effectively with double yellow lines which are a third or perhaps a half of those proposed on the map</p>	<p>It is considered that having at least some restrictions at the junction is necessary in order to improve safety.</p>

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	which you kindly sent us. This would then not only achieve the goal of decreasing traffic congestion and increasing safety at this junction, but would help to preserve precious parking spaces in this area by not eliminating them unnecessarily.	
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**DEPUTY LEADER OF THE COUNCIL– 3 JANUARY 2013**

**PROPOSED PARKING RESTRICTIONS AROUND BICESTER NORTH STATION**

**Report by Deputy Director for Environment & Economy (Commercial)**

**Introduction**

1. This report considers objections received to a formal consultation on proposals to introduce new parking restrictions in various roads in the vicinity of Bicester North Station. Annex 1 and 2 attached detail the proposals.

**Background**

2. The proposals in this report are a response to local concerns about the danger and congestion caused by parking by rail commuters in the streets either side of Buckingham Road north of Bicester North Station. Following discussions between officers and County Councillor Michael Waine regarding the options for dealing with this issue and informal consultation carried out by Councillor Waine, two particular areas were identified for action.
3. To the west of Buckingham Road, the proposed restrictions (no parking Monday to Friday on one side of the road from 11am – 12 noon and from 12 noon – 1pm on the opposite side) would cover the whole Woodfield Road (apart from the layby in front of Nos 28-32) plus the southern section of Blake Road. On the east side, the same restrictions would apply on the whole of Balliol Drive (apart from the layby in front of Nos 2-12), Cedar Drive, Magdalen Close and part of Bassett Avenue.

**Formal Consultation**

4. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press and containing the proposed changes to formal consultees on 19 October 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Bicester Library. They are also available for inspection in the Members' Resource Centre.
5. At the same time the County Council wrote to local residents affected by the proposed restrictions, asking for their comments. Public notices were also displayed on site and in the Oxford Times.

6. A total of 38 responses were received regarding the proposals for the west of Buckingham Road (2 from Blake Road, 14 from Brashfield Road, 17 from Woodfield Road and 4 from Hill View Terrace on Buckingham Road). A further 7 responses were received regarding the proposals on the east side of Buckingham Road (1 from Bassett Avenue, 3 from Balliol Road, 2 from Magdalen Close and 1 from Price Close). These are all summarised at Annex 3.
7. It can be seen from the summary that the main issues raised by those commenting from the west side of Buckingham Road are:
  - (a) there is a desire that the issue should be tackled;
  - (b) the advertised proposals would cause even more difficulties for residents (either because they work shifts or don't use their cars to travel to work);
  - (c) if restrictions are applied to Woodfield Road then the commuters will simply move to Brashfield Road which will need to be protected in the same way;
  - (d) a residents parking scheme is needed.

The comments from the east side of Buckingham Road are more mixed with some respondents querying the need for restrictions whilst others welcome them. Some have also asked about the practicality of the restrictions for visitors and residents without off-street parking.

## **Conclusion**

8. It is clear from consultation responses that the proposed restrictions in Woodfield Road and Blake Road are not supported by the residents they are intended to help. In addition if they were to be implemented without similar restrictions in Brashfield Road, the residents there believe the current parking problems would simply move to that road from Woodfield Road. The responses to the consultation have been discussed with Councillor Waine (as local member and promoter of the scheme) and as a result it has been suggested that the proposals to the west of Buckingham Road should not be pursued but that alternative solutions to ease the congestion caused by commuter parking be explored at a future date.
9. The proposed restrictions to the east of Buckingham Road have received significantly less objections. This is to be expected given that the nature of the area is much more suited to the type of restriction being proposed. It is considered that the small number of residents who feel that the proposals will inconvenience them can be accommodated by making suitable adjustments and so the proposals should proceed as advertised.

## **Financial and Staff Implications (including Revenue)**

10. The cost of advertising, consultation and any subsequent works described in this report will be met from County Councillor Waine's Area Stewardship Fund allocation

## **RECOMMENDATION**

18. The Deputy Leader of the Council is **RECOMMENDED** to:-

- (a) approve the parking restrictions in Balliol Drive, Cedar Drive, Magdalen Close and part of Bassett Avenue as advertised as part of the Oxfordshire County Council (Bicester) (Traffic Regulation) (Amendment No.2\*) Order 20\*\*;
- (b) not approve the parking restrictions in Woodfield Road and Blake Road as advertised.

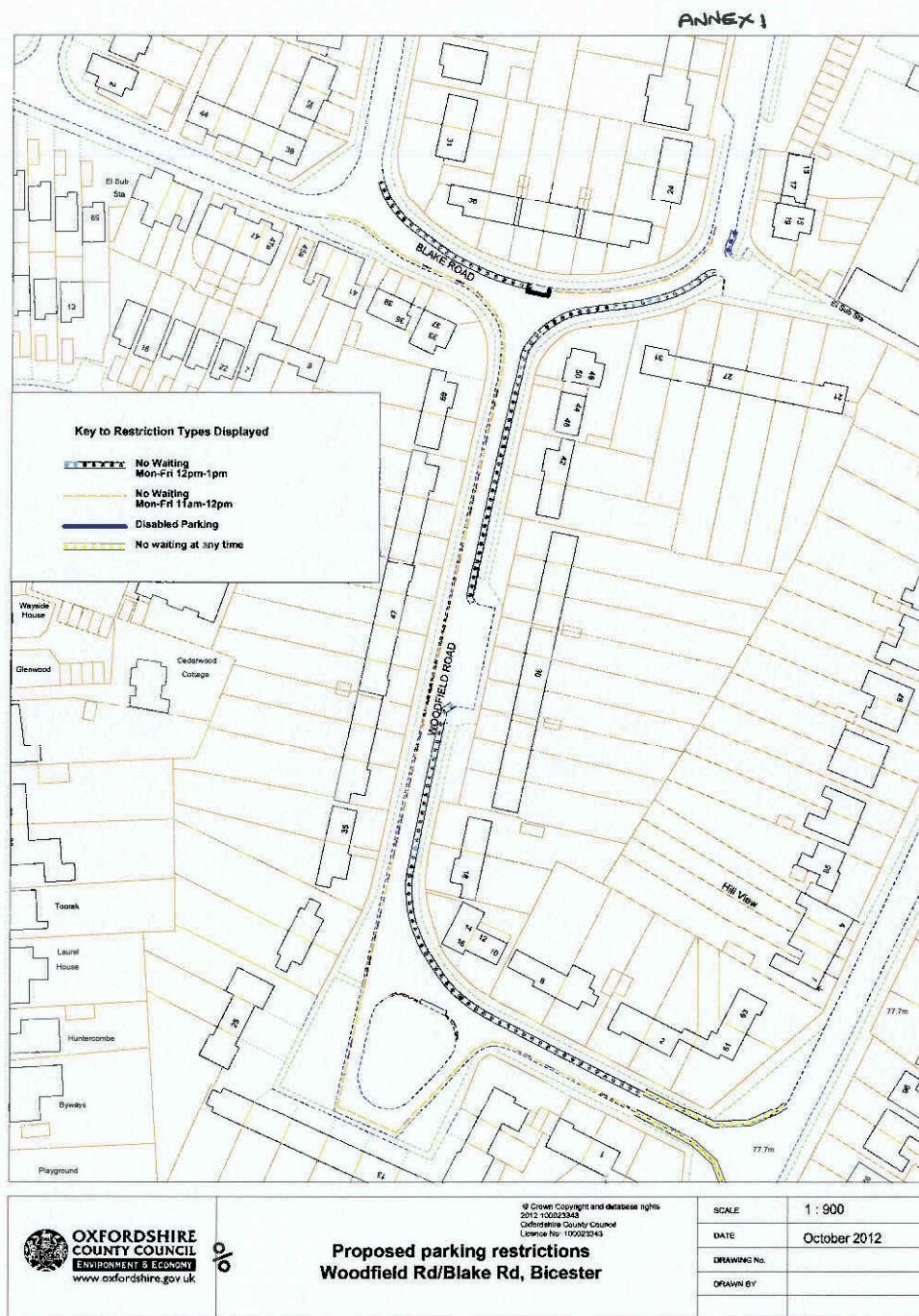
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

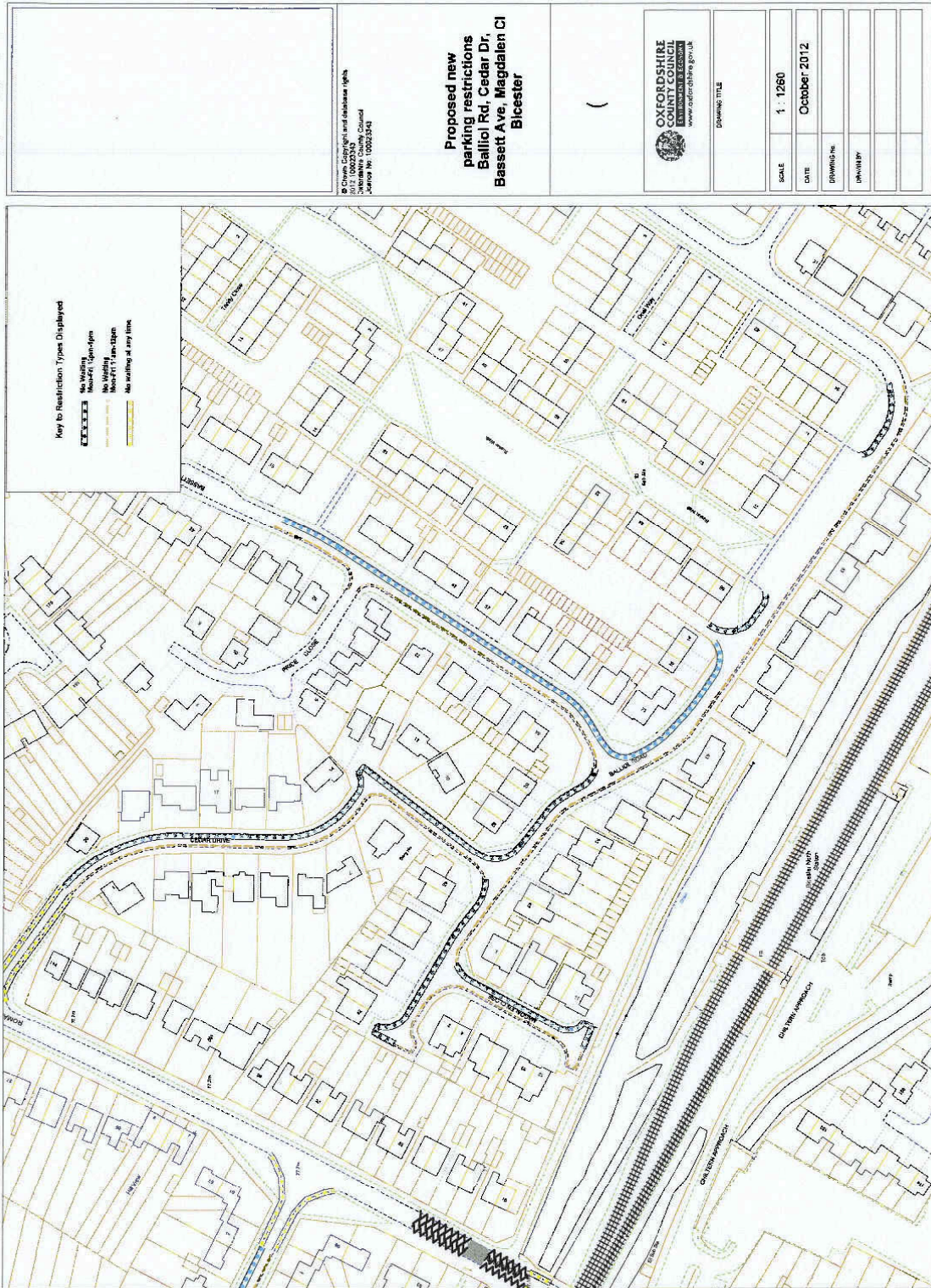
Contact Officers: Jim Daughton 01865 815803

December 2012





ANNEX 2



## RESPONSES TO CONSULTATION

## Parking Restriction near Bicester North station – west of Buckingham Road

RESPONDENT	COMMENT
Resident of Blake Road	Has sympathy with and agrees that parking could be a problem around these roads. Note not everyone works 9-5. I work shifts and will find the proposals very inconvenient..... having to move my car TWICE within over an hour. Surely a residents parking system would be a better idea, also if I am ill I would have to get out of bed.
Resident of Blake Rd	I do feel that this is going to transfer problems to Brashfield Road so restrictions need to include Brashfield Road.
Resident of Brashfield Road	Feel the proposal is going to further the problems we already have in Brashfield Road , therefor the restrictions also need to include Brashfield Road. Already significant commuter parking - the local bus comes down our road and sometimes has a real problem getting through so this is also a safety issue, this road is regularly used as a cut through so is getting quite dangerous.
Resident of Brashfield Road	I am concerned that the proposal will simply move the parking problems to Brashfield Road. I therefore request that you should extend the proposal to also include the whole of Brashfield Road.
Resident of Brashfield Road	I am writing to urge most strongly that Brashfield Road should be included in the proposals as otherwise the parking problems would inevitably transfer to Brashfield Road. Over the years Brashfield Road has become more and more of a major route for through traffic entering by the Banbury Road and traffic entering by the Buckingham Road and visibility is broken about half way down by a fairly sharp bend. Obviously it is extremely desirable to deter Bicester North Station passengers from free car parking facilities in Brashfield Road while in London all day!
Resident of Brashfield Road	Brashfield Road is a well-known local rat-run. Cars often speed, during the day and when it is dark, which is particularly dangerous given the nature of the bend in the road, and the long straight stretch towards the Buckingham Road. The volume of traffic has noticeably increased- and not just at peak times. There is little doubt that the proposed parking restrictions near Bicester North will result in a significant increase in parked cars and traffic in Brashfield Road. Requests that measures are taken to reduce traffic speeding in Brashfield Rd. and the parking plans in the area take account of Brashfield Road and put appropriate measures in place to minimise danger and congestion in Brashfield Road.
Resident of Brashfield Road	Concerned that Brashfield Road is the sole omission from the area outlined by your proposals. To omit Brashfield Road will ensure total chaos. The logic attached to Brashfield Road becoming the sole unofficial Bicester North Station Car Park in this particular area beggars belief
Resident of Brashfield Road	The proposed measures should certainly succeed in deterring those commuters who currently choose to leave their cars on these streets every weekday in order to avoid having to pay to leave them on the station car park. Unfortunately, all that your plan in its present form is likely to achieve is to move the problem a few steps further north from the station. It

	<p>would make no sense whatever to introduce parking restrictions in what are, in the main, fairly quiet residential streets and thereby transfer the problem to Brashfield Road, which is already required to carry a considerable load of through traffic each working day.</p> <p>The only reasonable solution to these and many other problems would be to include the entire length of Brashfield Road in the list of streets to be covered by the car parking restrictions which you are now proposing.</p>
Resident of Brashfield Road	I would like you to consider adding Brashfield Road to the list of roads to be affected by this proposal. If parking restrictions are introduced in Woodfield Road and Blake Road the problem will just move to Brashfield Road.
Residents of Brashfield Road	We would appreciate it if the proposed parking restrictions for Woodfield Road and Blake Road could also include Brashfield Road. Brashfield Road forms a link with both ends of Blake Road - so whatever passes along Blake Road has to come through Brashfield Road to reach either the main Banbury or Buckingham Roads. There are no other exits for traffic.
Resident of Brashfield Road	I am sure the proposal will be of considerable benefit to the residents of the particular roads where restrictions are proposed as there is an obvious problem, particularly in Woodfield Road. However, as a resident of Brashfield Road, I am concerned that the displaced parkers will merely move their vehicles onto our road and thus cause the same problems to us. Therefore, although not wishing to object to your proposals, I would like to register my concerns about the on-going situation and ask that, if these changes go ahead, our situation is monitored for any shift in this problem.
Resident of Brashfield Road	I feel your proposals will transfer the parking problem to Brashfield Road that is already suffering from parking and heavy traffic as it is used as a rat run. We also suffer from speeding vehicles and vehicles over 7.5 tons
Resident of Brashfield Road	<p>With regards to the proposed parking restrictions we have the following comments:</p> <ol style="list-style-type: none"> <li>1) We feel the proposed scheme is an excellent idea without having to resort to the issuing of resident's permits.</li> <li>2) We feel that the vehicles that currently park in Woodfield Road and Blake Road will merely move around the corner into Brashfield Road.</li> <li>3) There are already a couple of vehicles that have started to use Brashfield Road for station parking.</li> <li>4) Is the council prepared to consider extending the scheme to include Brashfield Road?</li> </ol> <p>Whilst we are in full agreement with the proposed scheme and the objectives it is trying to achieve it is an absolute certainty that all the existing vehicles that park all day for the station will just park around the corner in Brashfield Road, which is only a couple of extra minutes from where they already park and does not need them to take alternative turnings off of either the Banbury or Buckingham Roads.</p>
Resident of Brashfield Road	We have been notified that the above parking restrictions are being considered and are concerned that Brashfield Road is not included in this. As we are now a bus route for the local town service we think that the restrictions should extend to our road as we feel the commuters would then use this road as a result of restricting them on the other areas.
Resident of Brashfield Road	When I read the list of roads affected I was concerned that Brashfield Road where I live is not included on the list. Blake Road leads into Brashfield Road and we have problems with people parking all day instead of in the station car park too. Every time the parking charges increase more cars park here. If these proposals were to go ahead and Brashfield Road was not included then all people would do is move their cars to Brashfield Road. In fact we are nearly as close to the station as Bassett Avenue, Magdalen Close, Balliol Road so myself and other residents cannot understand why our road

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	has been left off. In order for the proposals to work properly the immediate area needs to be covered otherwise the problem will just move elsewhere.
Resident of Brashfield Road	<p>The proposal lists various streets which are to be subject to waiting restrictions. However, Brashfield Road (which adjoins Blake Road and is adjacent to Woodfield Road) has not been included in the list.</p> <p>This is, in my opinion, a serious oversight. All the random parking experienced by Blake and Woodfield Roads will simply be transferred to Brashfield Road (which already experiences parking problems at the Buckingham Road end).</p> <p>Brashfield Road is on the local 'bus route which would be greatly impeded by additional parking, also it is home to a large number of elderly residents many of whom require visits from carers and hospital appointments by ambulance. These services need to be able to park outside the relevant houses - difficult if the spaces are already filled by cars whose owners have gone to Bicester station. Please think again and include Brashfield Road in the restricted area.</p>
Resident of Brashfield Road	<p>As a resident of Brashfield Road, I am already concerned with commuters who choose not to use the more than ample and convenient parking provided at Bicester North Station, who leave their cars parked on Brashfield Road all day. I send hope that you will consider including Brashfield Road in this latest proposal, as any further impact as a result of the neighbouring streets restrictions, will undoubtedly lead to further frustration and anger of residents and drivers using the road, and also will increase the likelihood of a serious accident happening.</p>
Residents of Woodfield Road	<p>We have been in residence just under two years. The blight of all-day parking was evident from day one, when it was difficult to park the removals van outside the property, despite having a 'no parking' marking outside our driveway entrance. Enquiries to various neighbours later, suggested that the problem had previously been raised and that residents had strong objections to expensive resident parking fees from a problem caused by non-residents!</p> <p>In addition to rail commuters there appear to be residents from the Buckingham Road nearby who enjoy the 24 hour parking availability.</p> <p>The kerbside parking space is at its fullest capacity with vehicles now parking half way on the pavement and, occasionally, on the grass, at Woodfield Green. The pinch point on the bend, adjacent to the disabled parking area should be noted, where double parking takes place. Any restriction of road parking in Woodfield Road would be welcome.</p> <p>We have some doubts about the supervision and enforcement of any restrictions imposed. We have never seen any Police or Community Support Officer foot patrols north of Bicester North Station.</p> <p>While the proposed restrictions will no doubt offer improvement, it may prove an irritant to some residents. We believe strongly that parking in Woodfield Road should be dealt with without delay</p>
Resident of Woodfield Road	<p>In broad terms I agree that there has been a long running issue with a number of commuters using Woodfield Road for free parking during the week which impacts on the residents of the street, visitors and deliveries.</p> <p>A few years ago I recall that a permit based scheme was proposed but was not progressed due to the cost of administering the scheme and contribution required from each resident. If the County Council are not able to resurrect such a scheme, which I strongly suggest they do, I have the following concerns regarding the proposed scheme.</p> <p>Woodfield Road acts as a short cut/rat run from Banbury Road for commuters and taxi drivers driving to and from the station. During the day there is a regular stream of traffic using the road, which is reduced to one lane due to parked cars.</p>

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	<p>If residents are required to move cars from one side of the street to the other between 12pm-1pm this is likely to result in a chicane effect as not all cars will be moved at the same time and in reality some might not be moved at all. Surely this will result in a dangerous route for drivers with a significant increase in the likelihood of a collision with a parked car. You have not made any provision for genuine visitors. Are they expected to move their cars as well when they will be unfamiliar with the parking restrictions unless advised. Likewise what will residents do if they are away for the day or longer?</p> <p>The proposed scheme really feels as though the residents of Woodfield Road are having to take the burden of a problem that is not of their making. Surely the County Council should be approaching Chiltern Railways to obtain a contribution to help fund local parking initiatives for a proper permit based scheme.</p>
Resident of Woodfield Road	<p>I have lived in the road since a child and my elderly father lives across the road. Whilst we are over the moon that some attention is finally being given to this situation it is flawed.</p> <p>My husband and I work in Bicester and while we do very often use our car we don't always. On a day when both of us are working what will happen to our car? Will we be fined? In a time of environmental concern it is good that we have left the car at home surely?</p> <p>My father across the road is still able bodied and uses his car frequently. He has a bus pass however so again his car will be left for the day too. What will happen to his car?</p>
Resident of Woodfield Road	<p>I work for three days each week and use public transport or walk. On those days it would be impossible for me to move my car at the given times.</p> <p>I realise that the parking situation is dangerous. Perhaps an alternative solution would be to use the area at the end of Woodfield Road, on the right, for residents 'parking facilities'. The central reservation could be reduced and used likewise.</p>
Residents of Woodfield Road,	<p>We are very supportive of the proposals as we have paid carers supporting us regularly during the week. Do the proposed restrictions mean that carers will not be able to park outside when working a shift that goes across the 11.00am-12.00pm period?</p>
Resident of Woodfield Road	<p>I am strongly against this proposal as I work night shifts.</p> <p>Options I would like the council to consider are;</p> <ol style="list-style-type: none"> <li>1. Residents Parking Only in the street.</li> <li>2. The council to offer residents that don't have driveways the option to have one at a subsidised cost.</li> <li>3. The lay-by area to be made resident parking only for those without driveways but this would have to be restricted to a certain few vehicles.</li> </ol>
Resident of Woodfield Road	<p>I totally welcome any measure which prevents this area being used as a car park, in particular, by people who use the Bicester North Station trains for their commute to work. Could you please clarify what residents are expected to do during their holidays and times when they are not in a position to move their vehicle at these regulated times. Would it not be cheaper and fairer to issue all residents in the affected area with permits which exempt them from any penalties?</p>
Resident of Woodfield Road	<p>Whilst I agree that something needs to be done re the present situation I have a few concerns. Most of the spare spaces in the existing bay are taken by rail users as early as 6am every morning. Are there any plans to monitor this parking?</p>



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	Otherwise we are still going to have the same situation.
Resident of Woodfield Road	I own a car but do not have any off-road parking. I often do not use my car for work and it is left in the proposed restriction area. I cannot come home to move my car from one side of the road to the other. One solution would be to issue residents of Woodfield road with a free parking permit but I understand this is not an option. Why?
Resident of Woodfield Road	I park my cars on the lay-by front of my home. I understand, from the plans, there will be no restrictions applied in order to prevent commuters using this lay-by parking. I am, as a house owner, concerned about this as we already have issues with commuters leaving their vehicles all day long.
Residents of Woodfield Road	Woodfield Road Bicester is being used as a car park by inconsiderate motorists commuting from Bicester North Station daily, also at times for whole weekends. We have seen this problem escalate to the point of being dangerous, especially on the bends parked both sides of the road leaving one lane only for two way traffic. Should there be a fire to attend this would be I fear a far more serious issue. Unfortunately although we are glad notice has been drawn to resolve this issue, we cannot see how this proposal will work, without being a great inconvenience to residents. We for one would have to move our car twice a day to accommodate the new ruling. Any resident walking to work in the town would not be home to do this. Any nightshift worker could not be expected to get up half way through their sleep to move their car from one side of the road to the other.
Resident of Woodfield Road	I would like to formally object to the proposal. I am in agreement that a parking solution for the residents of Woodfield needs to be found however I feel that this solution is not the correct one, unless resident permits are issued especially for those residents who do not have off road parking.
Resident of Woodfield Road	I agree that the parking in this area is getting beyond ridiculous. However the answer for this is not by moving cars from one side of the road to the other, especially in the middle of the day. Unless residents have an exemption card. I go to work all day, sometimes leaving my car at home, it is not possible to 'pop' home to move my car.
Resident of Woodfield Road	The proposed solution to the issue of commuter parking would create a greater problem for residents than the one that already exists. It does not take into consideration the need for on-road parking by residents themselves. It also assumes that each household will have someone available in the middle of the day to move cars around from A to B. Please consider residents with no private driveway and there are many; residents with more than one vehicle that need to park on the road; visitors; parking needed during extended periods away from home.
Residents of Woodfield Road	We do appreciate your efforts at trying to resolve our problem of commuters parking in our road but are not sure that your proposed parking restrictions are the answer. What happens when we go to work, are on holiday, sick in bed, have no driveway or are out for the day leaving our car or visitors car on the road and cannot possibly get back to move across the road? It seems that although the proposed restrictions should work as far as commuter parking is concerned, it does not work for residents
Resident of Woodfield Road	I applaud the fact that the council are trying to clear up the problem of rail users parking in our streets. However, I have a concern as I park outside my house and go to work each day leaving my car parked outside my property and I am unable

Bicester Oxfordshire OX263HN	to comply with the regulations that state I have to move it for 1 hour a day. Can you tell me will the council be doing anything to help the innocent residents in this matter or will we be faced with paying parking fines each day as we have no other means to move our fully taxed and insured vehicles?
Resident of Woodfield Rd	For my family this proposal would not work as my partner works nights so I would have to wake him up twice to move his car as I don't drive and think this would be unreasonable to make him do this and so his only choice would be to park on another street which also wouldn't be fair as he couldn't park outside our home.
Resident of Hill View Terrace, Buckingham Road	I live just around the corner from Woodfield Road, one of the roads affected by the amendment. As I have no off road parking and parking on the Buckingham Road itself is impractical, I have, for the twenty years I have lived at this address, relied on Woodfield Road. I work in London and travel by public transport so it would not be possible for me to move my car for the planned prohibited period each weekday. If these amendments are implemented the only solution for me would be to park some significant distance from my home. This would be particularly inconvenient as my daughter is disabled. I am not wholly in opposition to this proposal as commuter parking has always caused problems and seems to be getting worse. I would like to propose therefore that an exception to the prohibition be made for local residents such as me.
Resident of Hill View Terrace, Buckingham Road	I am writing to express my concerns about the practicalities of the scheme. We have no drive and no parking facilities belonging to our property. We rely on being able to park on Woodfield Road, as the main Buckingham Road is far too busy and both unsuitable and unsafe to park on. I am a stay at home mother and carer to my disabled daughter (who has cerebral palsy and is only able to walk very short distances). I rely being able to park reasonably close to our house. I am writing to ask that you consider amending the proposal to make allowances for residents who have no off-road parking. I am hoping that it might be possible to issue 'Residents Only' parking permits or exclusions which will exempt us from having to move our vehicles from one side of the road to the other every lunchtime. I am concerned about the practicalities of the proposed time limits, which I find not only restrictive and inconvenient but feel would also be quite difficult to uphold.
Resident of Hill View Terrace, Buckingham Road	I am writing to express my objection to the proposed parking restrictions to Balliol Road, Bassett Avenue, Blake Road, Cedar Drive, Magdalen Close and Woodfield Road in Bicester. Having reviewed the proposals in depth I strongly believe that whilst they will limit the parking associated with Bicester North rail station they will in no way 'preserve the ability for residents and visitors to park'. I am a resident of 3 Hill View Terrace; we have 2 cars in our household and have used Woodfield Road to park for two and a half years. My partner works from home at least two days a week. If we lose this parking we will have nowhere to put our cars when he is at home or when we have leave of absence from our jobs. A permit option should be considered and feel that the current plan to implement 'No waiting 11am to 12 noon Monday to Friday inclusive' and 'No waiting 12pm — 1pm Monday to Friday inclusive' will cause huge inconvenience to all of the residents.
Resident of Hill View Terrace, Buckingham Road	The idea of restricting the parking of people who use Woodfield Road so they do not pay to park their cars at the train station is a good idea. However, this does create a problem for those of us who live at Hill View Terraces as we have nowhere else to park. My husband does not always use his car for work and with this time span of Mon to Fri 11.00am to

	12.00noon and 12.00 noon to 13.00pm we and our neighbours will not be able to leave our place of work and move the cars back & forth. We of Hill View just want to be able to park our cars and go to our homes without all the worry.
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### Parking Restriction near Bicester North station – east of Buckingham Road

RESPONDENT	COMMENT
Resident of Bassett Avenue	I have just received your letter and would like to add my objection. Firstly is it not rather coincidental that Councillor Waine's address just happens to be within the zone, he has off road parking and would not be affected? Secondly not everyone has off road parking for visitors and what of those residents who have more than one car? Are they really expected to have to move their cars twice a day even though they are parked outside their own home? I personally do not see any excess vehicles parked at this end of Bassett Avenue and fail to see why we need these restrictions at all. This matter is a mountain made out of a mole hill and all it will achieve is to make things a pain for visitors and residents.
Resident of Balliol Road	I live in Balliol Road where cars for the station also park all day in the parking area set back from the road. This causes difficult parking for residents in these houses and those that lead off through Ruskin way. I appreciate that this area is part of the public highway but I am concerned that restrictions elsewhere will just move the problem further down rather than enforcing correct use of parking facilities at the station. How will you ensure that this will be guarded against? How will the proposed changes be reviewed re: success or otherwise? What will be the time frame around reviewing the proposed changes? How will you measure the impact of the changes on the surrounding areas - including this off-set parking area in front of the houses 2-12 Balliol Road?
Resident of Balliol Road	What a stupid idea from somebody totally out of touch with reality and I'm sure that Councillor Waine could easily find a better solution to this problem. I can see that this would inconvenience night workers and people who are on call who get to sleep in the next day who quite legally park on the street having to get up and move their vehicle. As I have only ever seen 1 person who walks to the train station and leave their car all day I suggest that this is only a problem because Councillor Waine lives in Cedar Drive and if you implement these restrictions it would merely move his and his neighbours problem elsewhere. A better solution would be that Chiltern railways provide ample free parking at the train station or if there is not enough space they build a new station and call it Bicester parkway.
Resident of Balliol Road,	I am very pleased with these proposals and am thankful to Councillor Waine for his help. The same vehicles arrive early mornings Mondays to Fridays and many are parked until mid-evening making it difficult for residents and their visitors to park their cars. It is obvious that the owners of these vehicles are commuters



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	using the trains from Bicester North Station where Chiltern Railways have provided massive car parking facilities.
Residents of Magdalen Close	In favour of proposals as have had lots of problems with commuters for many years
Resident of Magdalen Close	<p>I fail to see how this will solve the current parking problems. They mostly happen between Friday afternoon and Monday morning, and with residents from the multiple occupancy house parking their cars in the turning area outside their own gates.</p> <p>It will however cause problems for residents such as myself as the only place I have to park my car is outside the family house. I work shifts and during the proposed times of "musical cars" I am eating lunch and getting ready for work.</p> <p>If we have to have parking restrictions surely residents only parking would make more sense.....</p>
Residents of Price Close	Believe that there should be no parking at any time in parts of Price Close as this restricts turning and visibility at junctions which has proved to be problematic over the last couple of years.

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Division(s): Warborough
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## **DEPUTY LEADER OF THE COUNCIL – 3 JANUARY 2013**

### **PROPOSED 40 SPEED LIMIT HOWE HILL WATLINGTON**

**Report by Deputy Director of Environment & Economy (Commercial)**

#### **Introduction**

1. The purpose of this report is to consider objections/comments received following consultation and formal advertisement of a proposed 40mph speed limit on Howe Hill Watlington. The exact location of the proposed limit is shown on the plan included at Annex 1.

#### **Background**

2. The proposed 40mph limit extends for a distance of approximately 1 mile from (and including) the junction of the B480 with the B481 where the road width is comparatively narrow at around 6.5m and the alignment quite poor with several bends and a steep gradient over part of its length. A group of around six properties front the road at the top of the hill at the south end and further north there are a similar number of properties spread along the route with accesses onto the road.
3. Local residents, via the Parish Council approached Councillor Caroline Newton for funding for a speed limit and as a result formal consultation was undertaken.
4. Councillor Newton proposes to use Area Stewardship Funds to implement a 40 mph speed limit on Howe Hill Watlington to deal with local residents concerns about the speed of vehicles in the area, although vehicles are travelling within the current speed limit this is perceived to be excessive for the location by local residents.

#### **Consultation**

5. The proposals were advertised formally in the local press.
6. Thames Valley Police have indicated no objection to the proposal but one objection has been received. The scheme is supported by the Parish Council.

## **Objection**

7. One objection has been received indicating that the proposed speed limit is unnecessary as, from the objector's observations, vehicle speed is limited to 40mph by site specific conditions in any event. In addition, the objector sees the increased signing as cluttering the rural environment and the cost of a TRO is a waste of public funds.
8. Officers comment that there is an accident history along this stretch of road with 3 slight injury accidents in the past 3 years. However, the objection does support the case from local residents in that 40mph does appear to be the maximum suitable speed for this location and to have an enforceable speed limit would deal with the local perceptions of a speeding issue. With regard to increased clutter, gateway and repeater signs are required under the Traffic Signs Regulations and General Directions 2002 for the proposed limit to be legally enforceable.

## **How the Project supports LTP3 Objectives**

9. Implementation of the speed limit will improve road safety at this location.

## **Financial and Staff Implications (including Revenue)**

10. The cost of implementing the Traffic Regulation Order will be met from the Area Stewardship Fund for the Watlington Locality.
11. Design and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

## **RECOMMENDATION**

12. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of the Traffic Regulation Order for a 40mph speed limit on Howe Hill, Watlington as advertised.**

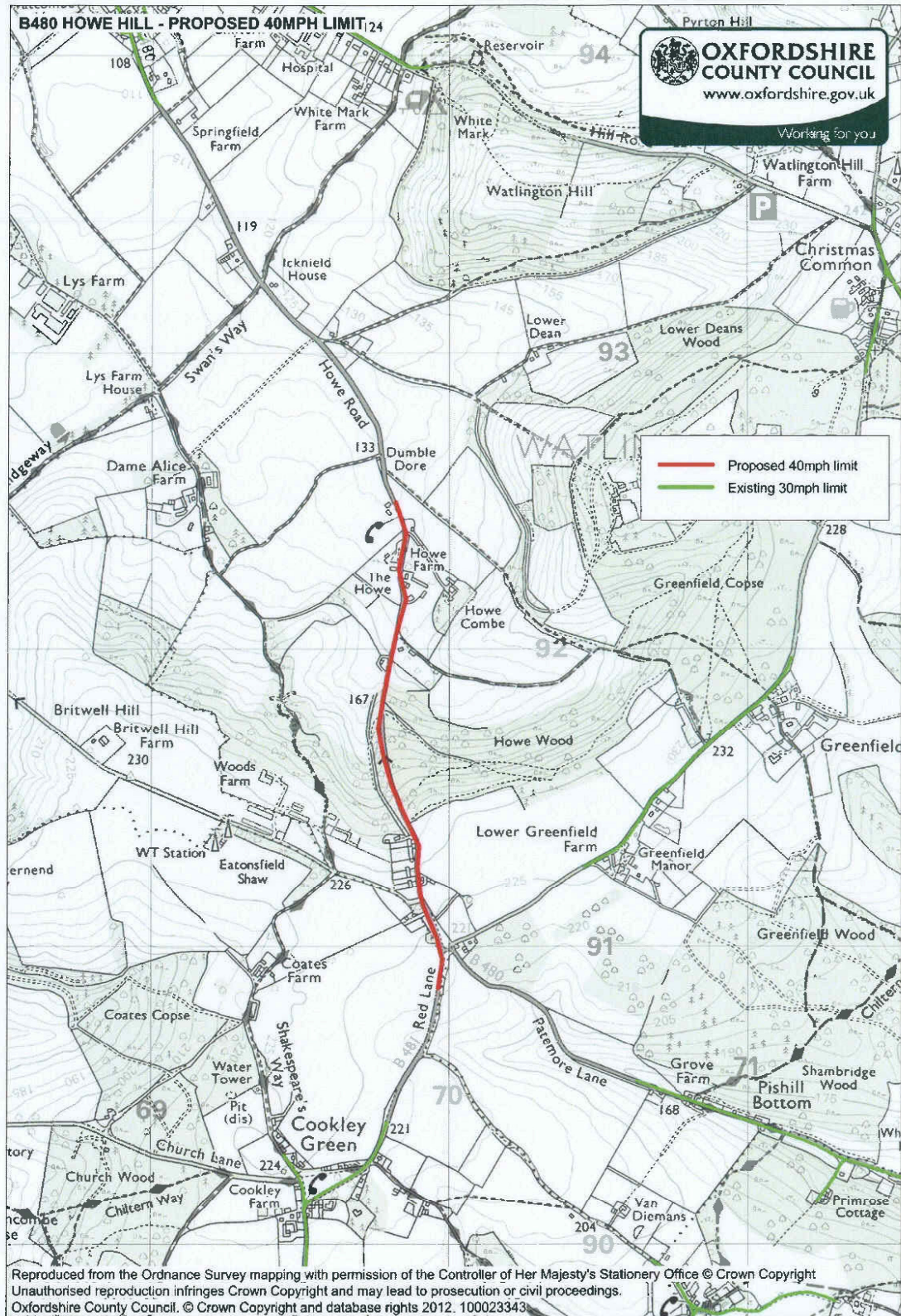
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

Contact Officer: Keith Stenning, Tel 01865 815840

November 2012



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## **DEPUTY LEADER OF THE COUNCIL– 3 JANUARY 2013**

### **PROPOSED PARKING RESTRICTIONS – STATION ROAD, HAYDON ROAD AND EDMUNDS COURT, DIDCOT**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections received to a formal consultation on proposals to introduce new or amended parking restrictions in Station Road, Haydon Road and Edmunds Court, Didcot.

#### **Background**

2. The proposals in Station Road and Haydon Road were developed with Councillor Tony Harbour to address local parking issues within his Division to be funded through the Area Stewardship Fund. The proposals in Edmunds Court are a result of an adjacent development site, which has provided funding through a S106 Agreement. These were advertised at the same time to make best use of resources.
3. The current restrictions in Station Road were relaxed when Hitchcock Way was opened and this part of Station Road became a cul-de-sac. The unrestricted parking, which was intended to benefit residents has become attractive to commuters and local shop-workers. Following discussions with Councillor Harbour, county council officers and Thames Valley Police a package of measures has been proposed consisting of some additional parking prohibitions in the adjacent White Leys Close and a prohibition of driving (except for access). The results of the consultation on the former are included in this report whilst the prohibition of driving is to be introduced as an experimental order with any objections reported after the first six months of operation.
4. Haydon Road is a residential road linking Broadway with the railway station. It is traffic calmed and has 'anti-commuter' parking restrictions with No Waiting on the west side from 12 noon to 1pm and on the east side from 2pm to 3pm. Following complaints from local residents about the effect on traffic of parking on the east side between Lydalls Road and Station Road, the proposal is to prohibit parking completely on that part of the road.
5. Finally, restrictions in Edmunds Court are a requirement of (and funded by) a S106 agreement for an adjacent site which is to be developed into flats.

## Formal Consultation

6. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees on 8 November 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Didcot library. They are also available for inspection in the Members' Resource Centre.
7. At the same time, the Council wrote to local residents affected by the proposed restrictions asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
8. A total of 7 responses were received: 2 regarding the Station Road (White Leys Close) proposals, 3 regarding Haydon Road and 2 regarding Edmunds Court. These are summarised at Annex 1.
9. The proposals for Station Road (White Leys Close) are generally welcomed. Those for Haydon Road have also been supported but with some concerns about the effect on residents and a desire for residents parking and for further restrictions at junctions. The main comment on the Edmunds Court proposals concerns the displacement effect, particularly by vehicles parking in connection with a nearby motorcycle shop.
10. It has previously been agreed with Thames Valley Police that no further resident parking schemes will be introduced in areas where they retain responsibility for parking enforcement, which is the case in Didcot. On the issue of the resident's concerns of displaced parking along Park Road, this matter will be monitored and appropriate action considered.

## Financial and Staff Implications (including Revenue)

11. The cost of the works described in this report will be met from County Councillor Harbour's Area Stewardship Fund allocation and S106 contributions.

## RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions set out in this report and as advertised as the Oxfordshire County Council (Various Roads – South Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking ) (Variation No.6\*) Order 20\*\***

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation  
 Contact Officers: Jim Daughton 01865 815803  
 December 2012



## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Residents of Station Road	Welcome the plans for Station Road and White Leys Close and the future proposal for Station Road, it can't come too soon. However, the current double yellow line parking restrictions in Station Road are not enforced at any time, with cars often parked on them for some distance down the road, especially at weekends, perhaps this is because there is no signage any more. I would like to suggest that this signage is renewed and policed properly as part of this plan so that the full benefits of these restrictions can be realised.	Enforcement of the restrictions in Didcot is a matter for Thames Valley Police who have said that this area will have greater attention once the new restrictions are in place.
Resident, Station Road	It's nice to see things are coming to fruition. The only question I have is regarding the restriction of driving on Station Road, and a possible roll out date? Will it be around the same time as White Leys?	If the parking restrictions are approved they will be introduced in parallel with the experimental order restricting access.
Residents of Haydon Road	We definitely welcome the proposed parking restrictions in Haydon Road. The only comment is that we would like to be able to park outside our properties at any time, either lifting the 12-1 parking restriction or with residents parking permits.	Noted. Removing the current restriction would lead to increased commuter parking. Residents parking permits cannot be introduced without decriminalised parking enforcement.
Resident, Haydon Road	Living close to the junction of Haydon and Lydalls Roads Didcot I am very aware of the regular congestion and restricted flow of 'through traffic' from Station Road especially during late afternoon and especially by 'tea time' commuter traffic.  However, I am mindful of the effect the proposals for Haydon Road will have on the residents in houses 42 to 60 Haydon Road. As you have made no apparent provision for them to park all day then the One Hour per Day NON Parking period will put them in violation of the parking restrictions outside their properties. Those with limited personal parking facility on their property will	The proposed restrictions will assist the flow of traffic.  Alternative parking is available in Lydalls road, including some 2-hour bays.

	<p>therefore have to relinquish 'ownership' of the parking space secured in the morning and park elsewhere. In other words: Free Parking at the expense of the resident. Would there be facility for "Resident Parking Spaces" for residents so as to discourage "Casual / Visitor" parking thus keeping the peace and harmony?</p> <p>In addition, I recommend double yellow lines be added (as with most other corners) to the corner with Lydalls Road and Haydon Road North side to a point close to the post box. Thus allowing drivers proceeding (North) to Station Road a clear view of oncoming traffic however large and still allow sensible parking along the same 'housed side'.</p>	<p>Residents parking permits cannot be introduced without decriminalised parking enforcement.</p> <p>This suggestion will be considered when the opportunity arises to make further changes to parking restrictions in this part of Didcot.</p>
Residents of Lydall Road Page 38	<p>Live on corner of Haydon Road where all the unauthorised parking takes place and our front windows overlook the problem. We are so pleased that this is now to be made No Parking on the east side, as this will no doubt help and some of the horrendous congestion should be relieved.</p> <p>However, we do get people parking all day on the East side of upper Haydon Road on a regular basis and, unless this road is included, we may find that people will just start to park there instead.</p> <p>We already have people parking in the 2-hour bays in front of our house all day.</p>	<p>Noted.</p> <p>The issue of enforcement will be discussed with Thames Valley Police.</p>
Resident, Edmonds Court	Agrees with proposals for Edmonds Court. There is a need for restrictions to assist with improved visibility for current & new residents from the new development.	Noted.
Resident, Park Road	<p>Concerned about the proposals for Edmonds Court. Park Road is extremely busy both during the week and at weekends with drivers who continually drive too fast on approach and on leaving the roundabout too.</p> <p>Drivers stopping at Premier Bikes frequently park outside our house because as they do not have customer car parking, making it very difficult and dangerous when we want to drive into or reverse out of our drive. This is because our vision is obscured by parked vehicles and it is difficult to see past them particularly if cars are parked outside on either side of the driveway.</p>	<p>The issue of speeding will be discussed with Thames Valley Police.</p> <p>Some parking will still be available in Edmonds Court. However, the matter will be monitored and suitable action considered.</p>

	<p>Once the Edmunds Court restrictions are in place, where will visitors to Edmunds Court, customers of Premier Bikes and indeed Premier Bikes staff park their vehicles then? On Park Road and this will then mean a major increase in the amount of vehicles regularly parking for long periods of time. I appreciate residents of Edmunds Court want to be able to park outside their properties but it is a Cul-de-Sac and they don't have to worry about through traffic. Park Road is busy enough and any extra stationary vehicles are only going to make the situation worse.</p>	<p>The presence of parked vehicles may lead to a reduction in traffic speed along Park Road.</p>
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Division : Wychwood
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## **DEPUTY LEADER OF THE COUNCIL– 3 JANUARY 2013**

### **TRAFFIC CALMING MEASURES IN CRAWLEY**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. In response to requests from Crawley Parish Council it is proposed to introduce traffic calming in the form of two new kerbed build outs in the narrow stretch through the existing priority working section of Leafield Road north of the village. The aim of this scheme is to reduce vehicle speeds on the approaches to the priority system, thereby improving road safety for all users.
2. This report explains the reasons for the proposed scheme and summarises the results of a formal consultation.

#### **Background**

3. It is the contention of Crawley Parish Council that the village is used as a north and eastern bypass for Witney and is thus subjected to large volumes of traffic moving at excessive speed without an appreciation or perception of the dangers to other road users. This situation is most acute on Leafield Road at College Row where the carriageway is narrow and sinuous with poor visibility. There have been many minor collisions and incidents in this narrow section although damage only, with no reported injury accidents on record.
4. The Parish Council have been in discussion with the County and District Councils and local MP regarding this matter over a number of years and passive measures such as vehicle weight, vehicle width and speed restrictions have in the past not been approved, due to resourcing or enforcement issues. However, with the availability of funds through the Area Stewardship Fund the Parish Council has now sought approval for implementation of more direct physical measures and officers have worked with the Parish Council to develop a proposal for two physical build outs in Leafield Road (one at each end of the existing priority system) to act as traffic calming features. Annex 1 illustrates this scheme.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 28 September to 19 October 2012 and details of the scheme sent to all residents of Crawley and to Thames Valley Police. Fifteen responses were received, most in support of the proposals, which are summarised at Annex 2. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

6. Thames Valley Police do not support the scheme believing there to be a strong potential for it to increase collisions and felt that other options (including road widening or reversing the direction of priority-working system) should be examined. Officers have considered these matters very carefully but believe that the proposed build outs will provide a physical deterrent forcing traffic to slow considerably, if not stop, prior to proceeding in accordance with the priority signage. Changing the direction of the priority system has been investigated previously and dismissed on the grounds that it would give no significant safety benefit. Finally, the option of road widening is not realistic in the current financial climate.
7. Two residents have raised concerns that a physical build-out will cause problems for drivers (particularly those who are inexperienced) when there are poor driving conditions and also problems for larger vehicles passing through the village. They would prefer that the money was spent on creating a footway in this part of Leafield Road which would benefit pedestrians and emphasise the narrowness of the road. One resident recognises there is no complete solution to the current traffic problems. In response, officers consider that a number of these issues can be dealt with through careful design and implementation. Provision of a footway would still require a priority-working system to be put in place and the current scheme seeks to improve adherence to that which is already in place. Also if the road were narrowed and two vehicles needed to pass within the priority section one would need to mount the footway.
8. Several respondents raised concerns about vegetation growth reducing forward visibility and this matter is to be dealt with by the Parish Council. Other suggestions included extending the 30mph speed limit further north and it is considered that this should be included in a future programme when funding is available.

### **How the Project supports LTP3 Objectives**

9. The provision of the traffic calming scheme will improve road safety at this location

### **Financial and Staff Implications**

10. The cost of implementing this scheme is estimated to be approximately £17,000 which will be met from the County Council's Area Stewardship Fund along with contributions from Crawley Parish Council and Section 106 Developer Funding.

### **RECOMMENDATION**

11. **The Deputy Leader of the Council is RECOMMENDED to authorise the implementation of the traffic calming measures in Leafield Road, Crawley as advertised.**

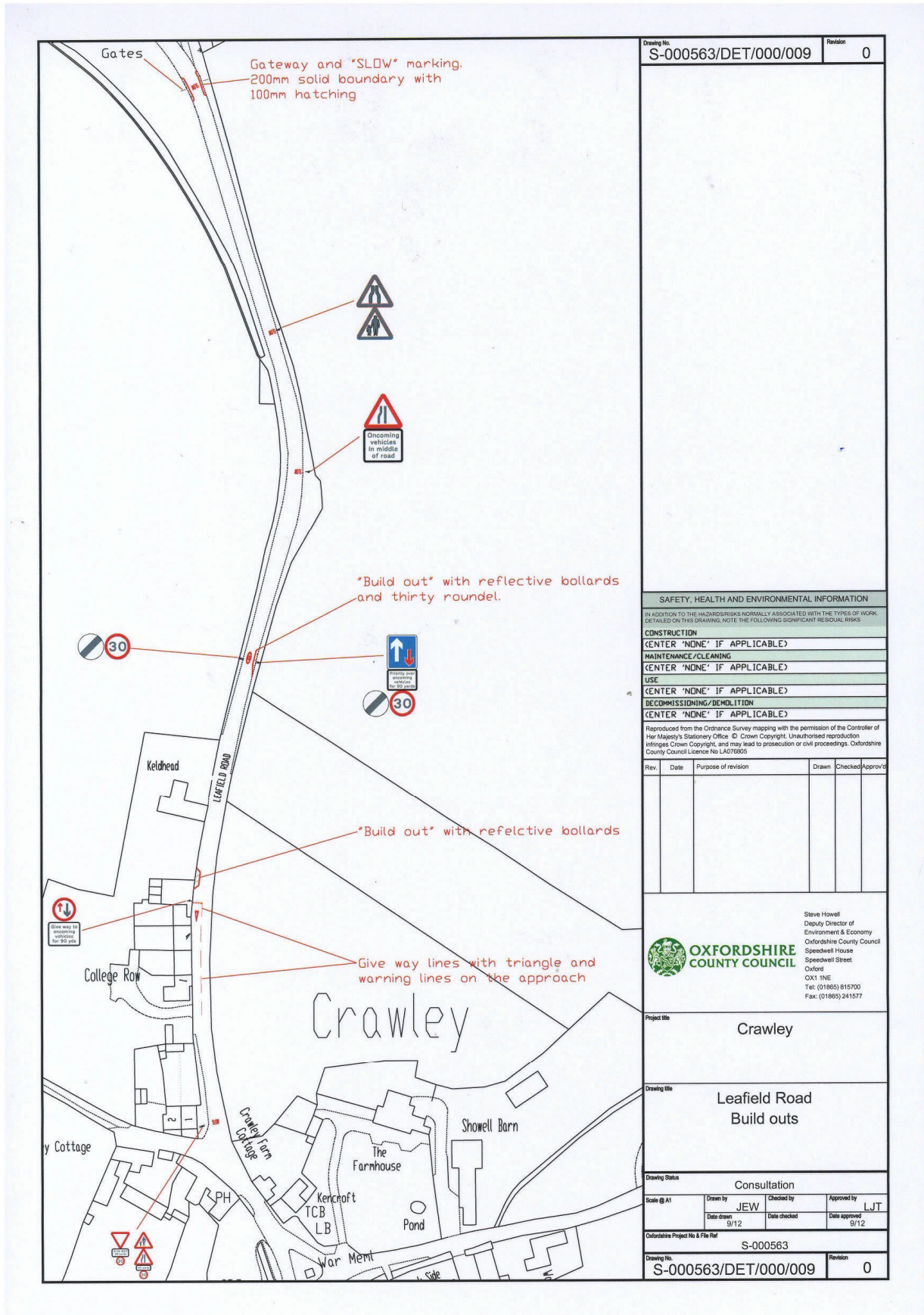
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officer: James Wright Tel 01865 815551

December 2012





## Traffic calming measures in Crawley

### Summary of comments received during Consultation.

	Respondent	Support proposal	Comments	Officer Comments
1	Thames Valley Police (TVP)	No	<p>Due to the current road environment and layout TVP do not support the proposed measures, as we believe there is strong potential to increase road collisions at the features, where there is currently no previous history.</p> <p>TVP believe that other measures should be considered in order to improve safety, and reduce speeds to include removal of overhanging vegetation, which is clearly an issue with regards to forward visibility and increasing road width by removing part of the grass bank.</p> <p>TVP suggest changing the priority, so that inbound traffic should give way, especially as the road is downhill into the village.</p> <p>With the absence of a suitable footway we do not believe the proposed features in any way benefit the vulnerable user. As the road is currently used by all vehicle hierarchy there is little step off to benefit pedestrians within the current priority system.</p>	<p>With the features in place we would hope that speeds would reduce and therefore motorists would travel at a speed appropriate to avoid collisions both with other traffic and the build outs.</p> <p>The Parish Council have been asked to remove the verge side vegetation to improve visibility. This is essential where forward visibility is so crucial at this location. See "Officer comment notes" below for details of other measures.</p> <p>This was investigated in 2011 and the consensus was that the direction should be as it is now. Due to the overall length of the priority, no matter which way it works, there will inevitably be conflicts.</p> <p>Although the features do not specifically cater for pedestrians it is felt that the speed reduction potential of the build outs will benefit pedestrians overall who would otherwise have no protection of any kind at this time.</p> <p>The signing has been placed so as to be visible to approaching vehicles. At this location, the only suitable place is on the build out.</p>
2	Crawley resident	No	<p>At the top of Leafield Lane there is restricted carriageway around a blind bend on an adverse camber. The road is often slippery in wet or icy conditions and the addition of a concrete obstacle to these hazards may only increase the possibility of a serious accident or multiple accidents caused by a 'maverick' or inexperienced driver.</p> <p>Forward signing along Showell Lane with warning signs 100m before the speed limit sign indicating the approach of hazards might be as effective or even more effective in</p>	<p>Drivers should be travelling at a speed at which they can stop in the distance they can see in front of them. We cannot control the driver but we can erect suitable advance warning signs to highlight road features ahead.</p> <p>Providing signing too far away from a hazard is ineffective. Even over a short distance the message conveyed by a warning sign is quickly forgotten. The DfT Traffic Signs Manual Ch 4 "Warning Signs" sets out recommended siting</p>

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	Respondent	Support proposal	Comments	Officer Comments
			<p>slowing traffic approaching the narrows from the top without the extra hazard of the proposed 'build out'.</p> <p>Large oncoming vehicles have been unable to pass queuing traffic but the current proposals will in no way alleviate this problem.</p> <p>Another existing problem is that drivers from either direction may fail to register or disregard traffic already in the narrows...</p> <p>No one wants a clutter of signage but essential information should be provided in an accessible form</p> <p>The inconsiderate, frustrated or 'maverick' motorist is just as likely to tear around the 'build outs', particularly, in quiet periods or in conditions of poor visibility as the frustrated motorist at present tears away from the current white line.</p> <p>I am concerned that the proposed scheme for Leafied Lane will not materially benefit road safety for anyone but it will adversely affect pedestrians and cyclists who will have to negotiate extra hazards and in so doing increase their own vulnerability. The lower build out would be an obstacle which would endanger pedestrians negotiating it. They would be left in the middle of the carriageway, with difficulty in regaining the side through queuing traffic.</p> <p>I think the money could be better spent by bringing out some of the existing kerbing slightly to create a walkway for pedestrians to the centre of the village and at the same time reducing the speed of traffic in both directions by emphasising the narrowness of the carriageway.</p> <p>I accept that there is no complete or ideal solution to present traffic problems and if, after due deliberation of the points I have raised the professionals in your</p>	<p>distances for warning signs.</p> <p>We will ensure that give way positions are situated where there is sufficient width.</p> <p>We will ensure that advance signing of the narrow section and priority working is adequate.</p> <p>Unfortunately no engineering measures will prevent drivers with such an attitude from driving in an inappropriate manner. Therefore there is a need to try to maximise forward visibility so the more reasonable driver is aware of a potentially hazardous situation.</p> <p>Pedestrians and cyclists will need to negotiate the build outs and therefore put themselves in the carriageway. At present they are already in the carriageway, with no calming features. The build outs will hopefully slow traffic thereby reducing the danger.</p> <p>This would still require the priority system through the narrow section and would increase the length over which it needed to operate and would exacerbate the problem with large vehicles passing.</p> <p>Noted. With funding limited and an on-going problem, there has to be compromise with implementation of an affordable, cost effective yet workable solution.</p>

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	Respondent	Support proposal	Comments	Officer Comments
			department decide that the present proposals are the best solution to the traffic problems of Leafield Lane I accept their decision and look forward to walking in greater safety to the middle of the village.	
3	Crawley resident	No	<p>The parish council state (in the fourth paragraph of their consultative document) that the build outs “will provide an effective refuge for this group (i.e. pedestrians and cyclists). This is incorrect: Mr Wright (OCC) states ‘The build outs are not intended to be refuges. There is insufficient road width for this to be the case. At this time, the road is already narrow and the speed of vehicles often inappropriate therefore creating a danger to pedestrians, cyclists and equestrians. The build outs are intended to have a slowing effect and thereby reduce the risk.</p> <p>Also in paragraph four they make the disturbing statement that the build outs ‘will increase the hazard of collision in poor weather’ – I assume that this is a staff error.</p> <p>Another obvious problem is the growth of blackberry bushes and flowers from the verge and road side walls on the inside of the bend.</p> <p>“If we examine the risks in the lane in front of College Row the major risk for vehicles is that because of the width of one or both they cannot pass. I fail to see how the build outs will reduce the number of such events, as the driver of a wide vehicle is unable to see another wide vehicle coming towards him in the narrows above Keld Head until he is in front of College Row.</p> <p>In the plan that there is no pavement in front of College Row.”</p> <p>Some reduction to uphill vehicle speed might be achieved by replacing the ‘Changed Priorities’ sign with ‘Queues ahead’. A similar</p>	<p>The build outs are not to be built as a refuge to harbour pedestrians or cyclists within the outline of the actual build out. They will however provide a degree of protection for those standing behind them from the flow of oncoming traffic. We believe this is the point the Parish Council were trying to make.</p> <p>Unfortunately the resident has misread the aforementioned paragraph which actually reads “Neither do the Parish Council believe that the build outs will increase the hazard of collision to road users in poor weather, this has not been the case where similar projects have been installed on two of the other three approaches to the village.”</p> <p>This has been raised with the Parish Council, with a request that the overgrowth be removed.</p> <p>The build outs are intended to highlight the presence of the priority system and reduce approach speeds. The upper build out is intended to direct vehicles to a point on the carriageway such that it makes them more visible earlier on the approach to the build out. With slower speeds and better forward visibility it is hoped to reduce the number of occasions when two vehicles may meet in the middle is reduced.</p> <p>The plan is a small scale Ordnance Survey extract and at that resolution the path is too narrow to show on the map. The existing pavement is to remain.</p> <p>There are already warning signs of narrow road and pedestrians in road. Without wishing to add more “sign</p>

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	Respondent	Support proposal	Comments	Officer Comments
			<p>one would also probably help just above the top bend. They work by appealing to the driver's self-interest.</p> <p>The 7.5t weight limit on the northern approaches to Crawley should be enforced more rigorously to keep large vehicles out of the village.</p> <p>I would like consideration to be given to spending the money on resetting the kerbstones from the top end of the footpath in front on College Row to at least the vehicular entrance at Keld Head and possibly almost to the upper build out location to give a carriage way width of about 3.5 metres, i.e. an extended build out without the bollards." "This would both make an obvious one way carriage way for motorists and a safe haven for pedestrians. Funding would be better spent here than kerbing the road edge further north. Only where the roadside wall is in danger of being undercut is it really needed.</p>	<p>clutter" we could reassess the most appropriate warning signs and perceived danger and sign the road accordingly.</p> <p>Agreed. Trading standards have been informed. However, there is an "except for access" exemption so delivery and service vehicles etc are permitted.</p> <p>This would still require the priority system through the narrow section. There is some merit in this suggestion in that it would provide a better facility for pedestrians. The draw-back is that should two vehicles meet head on in this section, one would have to reverse back and there is the potential that a vehicle would mount the new pavement in order to pass. With this suggestion and the top build out in place, it could have the benefit in that should two vehicles meet and have to pass side by side inside the extent of the priority, this manoeuvre would be restricted to the length between north of Keld Head and the upper build out. I believe this is further north of where this is currently happening and beyond the last houses of Leafield Lane.</p>
4	Crawley resident	Yes	<p>Supports the proposal.</p> <p>Would like to see the 30mph speed limit extended out to the village gateway to slow traffic before reaching the priority system.</p> <p>Would like to see the southern give way marking moved north to improve forward visibility of vehicles approaching from the north.</p>	<p>Agree that this should be taken forward when resources allow.</p> <p>This has been discussed at length in the past. The road is narrower at that point thus making it difficult for traffic to pass. The build outs should address the visibility issue.</p>
5	Crawley resident	Yes	Supports the proposal.	Noted.
6	Crawley resident	Yes	<p>Supports the proposal.</p> <p>Would like to see the 30mph speed limit extended out to the village gateway to slow traffic before reaching the priority system.</p> <p>Would like to see weight and width</p>	<p>Agree that this should be taken forward when resources allow.</p> <p>Existing 7.5t restriction north of Crawley</p>

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	Respondent	Support proposal	Comments	Officer Comments
			restrictions imposed to deter large vehicles using this road.	on approaches. Need to maintain access for public service and delivery vehicles thus making a total restriction inoperable
7	Crawley resident	Yes	Supports the proposal.	Noted
8	Crawley resident	Yes	Further measures are needed to make it easier and safer for traffic to negotiate the narrow part of the road.	See "Officer comment notes" below for details of other measures.
9	Crawley resident	Yes	Supports the proposal.  Would like to see the 30mph speed limit extended out to the village gateway to slow traffic before reaching the priority system.	Agreed that this should be taken forward when resources allow.
10	Crawley resident	Yes	Supports the proposal.  Would like to see the 30mph speed limit extended out to the village gateway to slow traffic before reaching the priority system.	Agree that this should be taken forward when resources allow.
11	Crawley resident	Yes	Supports the proposal.	Noted.
12	Crawley resident	Yes	Supports the proposal.	Noted.
13	Crawley resident	Yes	Supports the proposal.	Noted.
14	Crawley resident	Yes	Supports the proposal.	Noted.
15	Crawley resident	Yes	Supports the proposal.	Noted

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